

CONGRESSMEN EXPECT EXTRA SESSION SOON

Senators Overman and Cummins Say That Congress Must Consider War Problems

THERE is little doubt in the minds of leaders in congress now sojourning in Hawaii that President Wilson will call an extra session of congress as a result of the torpedoing of the liner Lusitania on Friday and the torpedoing of the American ship Gulfight last Saturday, both of which resulted in loss of life to Americans.

While the great majority of the congressmen are at present on the island of Hawaii, those who remained on Oahu undoubtedly reflect the views of the entire party. It is not expected, however, that the call when issued will be for gathering within a period earlier than thirty days after the call is issued, the President being aware that nearly half a hundred of the congressmen are in Hawaii and many days distant from Washington.

CONGRESS SHOULD ASSUME BURDEN

Commenting on this angle Senator Lee S. Overman of North Carolina said yesterday:

"I do not only consider it possible but very probable that President Wilson will call an extra session. It would be only fair to himself to do so. Up to this time he has borne the entire brunt of the burden on his own shoulders. It is now time that congress should take some of the burden. While I look for a call for a special session I do not expect the President to take action until the excitement has abated somewhat and people are able to think more reasonably and rationally. I have received messages from Washington but it would not be fair to the President to reveal the contents. I also have my opinions but it would not be fair to state them until the President makes a statement. We must all adhere to his stand for strict neutrality until he speaks himself."

Senator Albert B. Cummins of Iowa, who is regarded as presidential timber, went even further, saying: "I have no hesitancy in saying that I believe a special session of congress will be called by President Wilson. But it will not be for the purpose of a declaration of war. The sinking of the Lusitania has made it conclusive that it is unsafe for Americans to travel in British ships. It is apparent that American products are unsafe in British bottoms or in any bottoms for that matter. It remains that the United States must provide ships for its citizens to travel to any part of the globe to which they may desire to go. It remains equally true that American goods which are not contraband will be safe only in American ships. The solution is that American ships must be provided for passengers and products even if the government has to buy the ships. This can only be done through congress."

GRAVE MEN TALK SERIOUSLY
The two senators were seated on the lanai of the Moana Hotel. The senator from North Carolina had passed a pleasant afternoon with old friends. The senator from Iowa had passed a pleasant afternoon playing billiards at the Country Club golf links and had a record of which he was proud. When the Lusitania incident was broached and the possibility of a special congressional session mentioned, both the illustrious statesmen's faces became suddenly grave. They talked as freely as they could. They had information and they had opinions but they could not say anything which might be construed or misconstrued so as to embarrass the President. Both had received late advices but they could not disclose the nature of the tidings.

AGREE WITH SENATOR STONE
On one thing both senators were agreed, and that was the soundness of a statement issued for publication yesterday by Senator William J. Stone of Missouri, chairman of the senate committee on foreign relations. Senator Stone counsels calmness. He suggested that qualifying circumstances must be considered, because the Lusitania was a "belligerent vessel." He said the attack on the American steamer Gulfight, which was torpedoed and sunk off the Scilly Isles last Saturday was a more serious offense against neutrality rights than the sinking of the Lusitania.

TOO EARLY TO JUDGE
Acting as spokesman, Senator Cummins said: "This was a sound statement from Senator Stone. It is too early to take judgment until all circumstances are known. In my opinion the Gulfight incident is the more serious. However, there is no question that the entire mankind is burning with indignation because of the large loss of lives on the Lusitania and so many American lives. There is also no doubt that Theodore Roosevelt retains a big hold on the American people, and his statement made yesterday, will carry great weight with the masses. I do not believe that the President will call the extra session until the present excitement has somewhat subsided."

NO HURRIED CALL EXPECTED
And with that two senators began a discussion of plans for today and also for a trip to Hawaii to see Kilauea volcano with the members of their party. Seemingly they have information which is not disrupting island plans for the present at least. While both believe a special session will be called they do not believe it will be a hurried call.

The senators were asked if any steps had been taken to request return of the congressional party to the mainland on the cruiser Maryland. Senator Cummins replied:

"I have heard nothing of such a request. In the first place we are not positive that a special session will be called. In the second place we feel that the call would give us ample time to reach the mainland and Washington on regular liners."

MIGHT RETURN IN CRUISERS
He was asked if the use of the cruiser would be requested in the event of a hurried call and answered: "Undoubtedly if the President issued a call for a special session and we found it impossible to make connection by regular liners we would ask to be taken to the coast by the Maryland. But so far as I know there has been no

GERMAN EMBASSY GAVE WARNING

Notices Published in Mainland Papers

SINCE the twenty-second of April the following paid advertisement has been running in the larger newspapers of the United States:

NOTICE!

Travelers intending to embark on the Atlantic voyage are reminded that a state of war exists between Germany and her allies and Great Britain and her allies; that the zone of war includes the waters adjacent to the British Isles; that, in accordance with formal notice given by the Imperial German Government, vessels flying the flag of Great Britain, or of any of her allies, are liable to destruction in those waters, and that travelers sailing in the war zone on ships of Great Britain or her allies do so at their own risk.

IMPERIAL GERMAN EMBASSY
Washington, D. C., April 22, 1915.

ENTIRE WORLD AWAITS UNITED STATES' ACTION

Grave Importance of Decision
America Must Make
Deeply Realized

President Wilson and Cabinet
Giving Consideration To
Nothing Else

(Associated Press by Federal Wireless.)
WASHINGTON, May 9.—America is facing a grave problem, the solution of which will be of lasting importance to history. The entire world is waiting with acute expectancy for the decision of action to be taken. This is a synopsis of opinion here last night among those in high places.

Heartick is the best word to describe the deep shock. Realization today is fuller and sadder and gravity deeper than yesterday.

TRAVELERS WERE WARNED
Secretary Bryan pointed out that the state department had done its utmost to discourage Americans from traveling on anything but imperative business or personal affairs. Many were refused passports.

No formal declaration of intent or policy will be made until the government feels itself ready to speak on both the humane and legal aspects of the case.

President Wilson is giving his consideration to nothing else. In a statement issued last night through his secretary, Joseph Tumulty, he bespoke the patience of the nation and its confidence that he would act not only earnestly but firmly.

"DON'T ROCK THE BOAT"
"This is not the time to rock the boat," said Secretary Bryan, in more homely phrase.

Senator Stone of Missouri, chairman of the senate committee on foreign relations, joined in counselling calmness. The sinking of the American steamer Gulfight off the Scilly Isles last Saturday, he said, was a more serious offense against neutral rights than the destruction of the Lusitania, which, although an unarmed merchantman, was a vessel belonging to one of the belligerent powers.

**BERLIN ANNOUNCES
CAPTURE OF LIBAU**

(Associated Press by Federal Wireless.)
BERLIN, May 8.—An official bulletin from army headquarters today announced the capture of Libau, the Russian Baltic port, in the government of Courland, with 1600 prisoners.

PETROGRAD IS SILENT

Libau is given in the reference books as a city of 65,000 population. Recent Berlin bulletins have chronicled a steady advance of German forces into the Russian Baltic provinces, far to the north of the previous heavy fighting. Silence from Petrograd would indicate that Russia has been too much preoccupied in the Carpathians to pay much attention to events farther north.

PRESIDENT WILSON IS DELIBERATING

(Associated Press by Federal Wireless.)
WASHINGTON, May 9.—Joseph Tumulty, secretary to the President, gave out here last night, after a cabinet conference, the first formal statement on the loss of the Lusitania that has issued from the White House. It follows:

"The President feels the gravity of the situation to the utmost. He is considering it very earnestly and calmly in an effort to determine in the right course."

"He knows the people wish and expect him to act with deliberation and firmness."

LET THEM THINK—VON BERNSTORFF
NEW YORK, May 9.—"Let them think," was the reply of the German ambassador, Count von Bernstorff, to the questions of a swarm of newspaper men who besieged him with requests for an expression of opinion as to what Americans must think of the sinking of the Lusitania.

The ambassador was found in the Pennsylvania Railroad station, where he took a train last night for Washington.

"Not one word," he continued, when the importunities continued. "As the representative of my government, I must be silent until it is officially established that the Lusitania was sunk by a German submarine."

BERNSTORFF SAYS DELIBERATE ATTACK
LONDON, May 9.—Admiral Lord Charles Berkeford said yesterday: "In my belief the Lusitania was deliberately torpedoed in order to make America declare war."

MERCHANT VESSELS WITH PASSENGERS PREY OF SEAWASPS

Loss of Liner Lusitania Throws
Into Bold Relief German
Submarine Methods

TORPEDOING OF FALABA
AROUSSES AMERICAN FEELING

Then Follows Bombarding of
Cushing and Attack Upon
Tanker Gulfight

The sinking of the Cunard liner Lusitania has thrown into the boldest relief the so-called German submarine blockade of the British Isles.

When the blockade was first instituted by Grand Admiral von Tirpitz of the Kaiser's navy the prey of the undersea hunters were fat freighters and heavily laden cargo tramps. Then passenger-carrying freighters were singled out for attack, and now the great transatlantic ferries evidently are being made the chief object of the submarine raiders. The North Sea trawlers have been considered fair game for these serpents of the ocean ever since the campaign against the commerce of Great Britain was inaugurated.

During the first week of the present month sixteen British trawlers were sunk in the North Sea by German submarines and several others were chased and shelled but escaped.

THE FALABA INCIDENT
Feeling in the United States was stirred up when, on March 28, the Falaba, a 3000-ton steamer of the Elder Dempsey Line, was torpedoed off the Welsh coast near Milford Haven while on a voyage from Liverpool to the West Coast of Africa. In addition to her crew of 120 men, she carried 140 passengers. More than 100 of the passengers and crew were lost. The Falaba put on extra speed and tried to escape when first signalled to stop, and the submarine quickly overhauled her. A torpedo was launched against her before half the passengers and crew had time to get into the boats.

After the Falaba had sunk the submarine stood by, according to reports, and watched the struggles for life in the icy waters. Those aboard made no effort to help the passengers from the torpedoed vessel, some of the crew gathering on deck and jeering at the death struggles, the same reports assert.

Before the Falaba was torpedoed the Welsh coast near Milford Haven was said by a survivor to have been a tremendous boat, without having any number showing on either side of her.

AMERICAN PASSENGER LOST
The British trawler Eileen picked up many of the passengers and crew of the Falaba. Among the lost passengers was an American citizen, Leon Chester Thresher, from Hardwick, Worcester county, Massachusetts.

Before the Falaba was torpedoed her wireless man sent out a message that the vessel had been torpedoed and that the crew had taken to the boats, giving the position. The submarine interrupted with her wireless and ordered the Falaba not to send any more messages.

The death of Thresher was the first American death resulting from the German submarine program.

In the same day the Falaba was sunk a German submarine torpedoed another British steamer, the Agula, after killing by gunfire a woman passenger and several members of the crew as they were leaving in the ship's boats.

GULFIGHT FIRST U. S. LOSS
Public feeling was still further shocked when, on May 1, the American tank steamer Gulfight, commanded by Captain George, bound for Port Arthur (Tientsin) for Europe, was attacked by a German submarine off the Scilly Isles, and as a result of a torpedo explosion had to be beached to prevent her foundering.

Captain Custer died as a result of the shock occasioned by the attack on his vessel, and Charles Short of Chicago, the ship's wireless operator and seaman Japhanea of Port Arthur, a seaman were blown overboard by the force of the explosion and drowned.

The Gulfight was the first American ship to be lost in the submarine campaign against merchant shipping.

During the week the Gulfight was torpedoed the Norwegian shipowner Go Lumbia, the British steamer Fulgent the French steamer Europe and the Swedish steamer Elda were sent to the bottom through the activity of German submarines.

OHIO COAL STRIKE OVER

(Associated Press by Federal Wireless.)
WASHINGTON, May 9.—It is announced that the Ohio coal strike has been settled by a compromise between the operators and the miners.

SAFE, SURE, ALWAYS CURES.

Do not suffer from cramp, colic or pain in the stomach when Chamberlain's Colic, Cholera and Diarrhoea Remedy goes to the right spot and gives immediate relief. You cannot afford to be without it if you are subject to attacks of this kind. For sale by all dealers. Benson, Smith & Co., Ltd., agents for Hawaii.

MAINLAND NOTABLES ARE AMONG DROWNED

German Torpedoes Ripped Vessel Wide Open
and She Sunk In Twenty Minutes

(Associated Press by Federal Wireless.)
CORK, May 9.—Of 188 Americans aboard the torpedoed liner Lusitania, 115 were lost and seventy-three have been saved. This is the information cabled by the American consul at Queens-town to the state department at Washington.

Sixty-eight bodies have been recovered. Of these thirty-three were those of first-class passengers, twenty-one of second-class passengers, two of steerage passengers, and twelve are unclassified.

Unofficial estimates, compiled as carefully as possible, approach closely that of the consul. They place the number of Americans on board at 190 and those saved at less than seventy.

Revised figures give: total passengers aboard 1254; total crew 565; total on board 1919; total survivors accounted for 703; total estimated lost 1216.

NOTABLES MISSING: BODIES RECOVERED

Americans whose bodies have been recovered are: CHARLES FROHMAN—Theatrical magnate. MRS. AMELIA McDONALD. DR. F. S. PEARSON. PATRICK CALLON.

Americans among those unaccounted for are: ALFRED VANDERBILT—Multimillionaire society man and horseman.

ELBERT HUBBARD AND WIFE—Authors and publishers. CHARLES KLEIN—Playwright. JUSTUS MILES FORMAN—Author. HERBERT STONE—Elder son of Melville E. Stone, general manager of The Associated Press.

All hope of their rescue has been abandoned. They are listed among the 1200 bodies that probably never will be recovered.

CREW OF SHIP WAS HEROIC

Though there is conflicting testimony in the narratives of survivors as to the handling of the life-boats, it seems that the evidence is a whole gives a comforting belief that the best traditions of the merchant marine were lived up to by officers and men, and that the crew put the safety of the passengers before their own.

The horror of the first moments that followed the explosion grows as additional details of what happened come in.

John Davis, one of the crew, says that speed had been reduced in the morning off Fastnet light, but later had been increased and that just before the catastrophe, the turbines had been given full steam ahead.

TORPEDOES RIP INTO STEAMER
The first torpedo tore open the forward coal bunkers with such force that although it struck far below the water, lumps of coal were thrown onto the hurricane deck, sixty feet above the level of the sea.

A second torpedo struck almost beam of the main saloon and Davis says that many of those at luncheon were killed in their chairs.

Some passengers say they saw the wakes of four torpedoes, two of which went wide.

F. J. Gauntlett of Washington, one of the surviving passengers, heard but one torpedo, that which struck abaft the boilers.

EXPLOSION STUPEFYING
The shock of the explosion, he says, was stupefying and, almost from the moment she was stricken, the Lusitania began to cant so steeply that it was nearly impossible to stand up.

As she heeled over deeper and deeper to starboard, the women clustered with the children along the port rail, hanging on for support, protected by the men.

Lifeboats on the port side were hoisted so high by the list of the ship that they could not be lowered away. Contrariwise, those on the starboard side were soon shoved under water.

There was practically no chance for any but those who got off in the first few minutes.

SHIP LISTS: DIVES INTO SEA
Just before the ship took her final plunge, bow foremost to the bottom, she was listing at an angle of ninety degrees.

Those who had not hold of the rail were torn loose from the grasp of their friends by the weight of those clinging to them still farther out and went sliding down the decks like so many shuffling boards. Such was the sickening force of their descent that their impact broke the lower rail and, plunging through, they were engulfed.

Nobody bruised as much as been those hurled overboard in that slide to death had the faintest chance of making any effort to keep afloat.

SINKS IN TWENTY MINUTES

In twenty minutes from the time she was struck, the great liner had filled and sunk.

Most of the survivors among the cabin passengers lost large sums of cash, which they had entrusted to the ship's safe.

Inquests have been begun at Kinsale, in order to facilitate moving the dead brought ashore there to Queens-town.

Alfred Gwynne Vanderbilt, lost in the Lusitania disaster, was making his annual trip to England to be present at the running of the Derby, the Blue Riband of the English turf, contested on Epsom downs.

Vanderbilt is an enthusiastic devotee of the sport of coaching and for several years past has driven his coach the "Pastime" from London to Epsom, his "turnout" being one of the spectacular features of the great sporting carnival.

Last year the American horse Durbar II won the great classic and there was corresponding rejoicing among the American colonies of London and Paris.

There are several American entries in this year's Derby which will be run during the first week of June, but none is considered to have any particular chance of being returned the winner. The favorite for the event at the moment is King George's Friar Marcus, which ended his two-year-old career with an unbeaten certificate and is now reported to have wintered in a commonly well.

JAPANESE DEMANDS CONCEDED BY CHINA

The following official dispatch from Tokio, dated one a. m., Sunday, was received here last night by H. Aris, acting Japanese consul-general:

"The Chinese foreign minister called last night on Minister Hsiao, the Japanese representative at Peking, and handed him a note conceding all the demands contained in Japan's ultimatum."

PEKING CONFIRMS DISPATCH
(Associated Press by P. C. Cable)

PEKING, May 9.—Foregoing all right to be heard in support of the Chinese contention, the government has accepted the modified demands of the Japanese ultimatum, which omits the offense of Group Five. Acceptance of the ultimatum is being drafted under Japanese supervision.

TOKIO OFFICIALLY ADVISED
(Associated Press by P. C. Cable)

TOKIO, May 9.—The Japanese foreign office has been officially notified that China accepts the Japanese ultimatum without gratification.

THREE GERMANS ABOARD
(Associated Press by Federal Wireless.)

LONDON, May 9.—Lloyd's weekly says this morning that Detective Pierpont of Liverpool, who was traveling in the Lusitania, had arrested three Germans who had taken passage books as Americans. All of them were drowned.

BIG FREIGHTER IS SUNK
(Associated Press by Federal Wireless.)

LONDON, May 9.—The big Wilson line freighter Truro was sunk yesterday by the German submarine U-39. All the crew were saved.

SIX COAST PERSONS SAVED
(Associated Press by Federal Wireless.)

SAN FRANCISCO, May 9.—Six of the thirty-six passengers from the Pacific Coast known to have been on board the Lusitania are among the rescued.

STOCK MARKET BREAKS BAD
(Associated Press by Federal Wireless.)

NEW YORK, May 8.—Always a barometer of commercial sentiment, the stock market broke badly today under an avalanche of selling orders, placed by those who were alarmed by the grave possibilities contingent upon the wholesale loss of American lives in the destruction of the Lusitania.

GERMAN BLOOD NOT WANTED
(Associated Press by Federal Wireless.)

LONDON, May 8.—Members of the stock exchange today turned their fellow members of German blood and their clerks of German origin into the street.

FIRST FUNERAL SHIP
(Associated Press by Federal Wireless.)

PISGAUARD, Wales, May 8.—The first funeral ship from Ireland, bearing one hundred bodies of those killed in the destruction of the Lusitania, arrived here today.

NAVY AVIATOR KILLED
(Associated Press by Federal Wireless.)

PENSACOLA, Florida, May 9.—Ensign Melvin Stolz, a navy aviator, was killed here yesterday, attempting a low altitude flight.